

## Community Affairs File

Important and

This article dealing with the advent of our most far-reaching ~~and important~~ industry is written almost entirely from personal recollection, the writer being unable to indulge in much research, the first decade of the read's history being made very clear to ~~me~~ <sup>him</sup> before ~~I~~ <sup>he</sup> was ten years old, and since that time it is as clear as the history of our city; The paper, therefore, is subject to corrections.

*Ducula nana* 1

Terre Hauteans' first method of reaching ~~the~~ capital *city* was by horseback, or mudwagon, the latter method often taking four to six days. Owen Tuller conducted a stage line for a number of years, with headquarters at the National Road House. *the mudwade prevented till now the trip is made in an hour & thirty five minutes.* As early as 1848 Mr. Rose conceived the plan of a railroad from Terre Haute, across the state to Richmond, to connect with the Belfontaine route, or with a road projected, running west from Columbus.

In 1850, his plan complete, Mr. Rose summoned John Brough, Charles R. Peddle and other experienced men, from the Madison and Indianapolis Road, ordered his rails and ties and bridge material and began construction; he sent Mr. Peddle to Boston where he, (Mr. Peddle) purchased four locomotives, transported them overland to Lake Erie<sup>4</sup>, by boat to Toledo, where he loaded two of them on Miami canal boats, sending them to Cincinnati, thence by river to Madison and by rail to Indianapolis. The other two he brought by the Wabash and Erie Canal to Terre Haute. Working from Indianapolis west and from Terre Haute east, the constructors

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**TERRE HAUTE, INDIANA**

met midway and trains were running to Indianapolis <sup>Early</sup> ~~late~~ in 1852. Mr. Rose and his able assistants received much deserved praise, for the Madison Road, <sup>a</sup> little longer, was seven years in building. The writer does not know why or when the Richmond extension was abandoned.

Mr. Rose applied for a charter from the State of Illinois to build a road to St. Louis, but the St. Louis, Alton & Terre Haute Co. succeeded in getting it. The latter road, completed in 1854, ran in connection with the Terre Haute & Richmond Railroad for sixteen years, running its trains down to the depot below Main Street till 1864 and then to Chestnut Street till 1870.

*Thun m* ~~There was~~ our Union Depot <sup>from its beginning</sup> Still our present fine station was completed in 1893. The Alton Road had a local station at Fourth and Tippecanoe Streets.

Mr. Rose's associates in the undertaking were fine men, though, until he sold the road he owned the bulk of the stock.

The officers were: Chauncey Rose, President, and Chairman of the Board; Charles Wood, Secretary; General John Scott, Treasurer.

<sup>but</sup> The directors I think were Samuel Crawford, E. J. Peck, James Farrington, Demas Deming and Curtis Gilbert. After four years <sup>Mr. Rose</sup> ~~he~~ gave up the presidency to Samuel Crawford, who held it until his death in 1857, when E. J. Peck succeeded him. All were Terre Haute men but Mr. Peck.

Mr. Rose purchased from Mr. Gilbert 100 feet front on the southwest corner of Wabash and <sup>42</sup> ~~South~~ streets and built on it a small, one-story, white brick building- right in the middle, <sup>about</sup> ~~where the middle of Arthur Bannister's house~~ for his and the Directors' office; many will remember this building.

Mr. Rose did not get on very well with the Alton Road and Mr. Tom Morris of Indianapolis talked of a road to connect with the Alton.

Mr. Farrington urged Mr. Rose strongly to compromise, but there was no compromise in his nature; he said "Morris could not raise the money", but he did and the I. & St. L. Road was completed in 1870 and became the Alton connection for the East. But the Terre Haute & Richmond was a good property, and Mr. Rose sold it to Mr. McKeen in 1869, the stock bringing One Fifty<sup>or more</sup>. Mr. McKeen immediately obtained a charter from Illinois across the State to the Mississippi River, formed a construction company, McKeen, Smith & Co., and, aided by the Pennsylvania Road and Illinois men, built the St. Louis, Vandalia & Terre Haute Road in an astonishingly short space of time, making a good profit and taking a ninety nine year lease on it for the T. H. & R. Road. The P.R.R. was napping

E + C

The road to Rockville had been completed to Logansport by the L. C. & St. W in the early seventies and ~~a year~~ later the T. H. & R. took it over to operate, eventually completing it to above South Bend and to Wagon Work, near Toledo. Well along in the eighties the name of the road was changed to the "Terre Haute & Indianapolis Railroad," lessor of the St. Louis, Vandalia & Terre Haute Road, operating the Terre Haute and Logansport Road," and it prospered.

About 1886 two New York promoters obtained control of the C. H. & D. Railroad; also secured a thirty day option from Mr. Garet, for the purchase of the Baltimore & Ohio Road, and it was later understood, arranged with Mr. Ripley to take over the Santa Fe Road and its connections from St. Louis to California.

Going back, the Pennsylvania Road always had, naturally, a strong interest in the Terre Haute & Richmond Road. John E.

Simpson was General Superintendent and Charles R. Peddle, Supt. of Motive Power & Machinery and Purchasing Agent. At the death of Mr. Simpson, Col. Hill was made General Manager, and later on Geo. H. Prescott was made Supt. of Motive Power & Machinery, Mr. Peddle retaining the office of Purchasing Agent at the same salary, and remaining a strong factor in the conduct of the road until his death in 1893. Frank Clever and Willima Riley were put in charge of the shops.

To proceed with our story, one hot day in June, 1886 the two New York promoters, Henry S. Ives and J. H. Staynor, the latter now President of the C. H. & B. Railroad, the former known in New York as the "Young Napoleon of Finance", came to Terre Haute with C.H. & D. directors <sup>new</sup> (Proctor & Gamble being two of them) and purchased from Mr. McKeen the Terre Haute & Indianapolis Road, its leases and contracts and holdings, paying down a large sum, Mr. McKeen holding the stock as security for deferred payments, and the road became the property of the C. H. & D. Road. Henry S. Ives was made President and the officers of the Road, assistants to the C.H. & D. officers. John G. Williams, <sup>Ast</sup> Attorney; Geo. E. Farrington, Assistant Secretary and <sup>J.W.</sup> ~~Will~~ Craft, Assistant Treasurer, all with a handsome increase of salary. Mr. Ives said, "pursue your usual avocations, you have managed this road well." As has been said, the day was hot, but the trade was put through between morning and night. Most of the participants were impressed with Mr. Ives's management of the deal. Mr. Williams not so much so, and it was said that he and Ives had frequent occasion to match their wits. But the deal went through, and to (except Mr. McKeen and Mr. Williams) the astonishment, not to say <sup>disturbance</sup> ~~agitation~~ of all the officers and employees of the road and to many citizens, <sup>for</sup> *the men were very popular along the Road distinctly a Southern Road.*

All was done so quickly that the Pennsylvania Road was nonplussed. Mr. Vanderbilt <sup>of the N.Y. car</sup> becoming alarmed at the rise of a new rival who sought control of a line from coast to coast summoned Mr. Garet to New York, sought to persuade him not to grant Ives and Staynor a thirty day extension on their option to buy the B. & O. Road, which was about to expire. What was said is not known, but Mr. Garet had a stroke of appoplexy and died a few days later and the deal was off.

Then things began to happen: The T.H. & I. had a \$1,000,000 fund deposited in the banks for a special purpose, this went with the deal and it was said that Ives <sup>in</sup> got it out <sup>of the Bank</sup> in short order; matters ran along for awhile till Ives instructed Will Cruft, Treasurer, to remit to him in New York, by wire, every night, the <sup>t</sup> receipts of the Road; Ives being unable to meet his next payment for the road, Mr. McKeen and Mr. Williams went to New York and the Federal Court promptly returned the road to its owner, Mr. Williams had safeguarded every point in the deal.

Mr. McKeen re-assumed the Presidency and Mr. Williams became Vice President and General Manager. The T.H. & I. ran along prosperously with its old force, as if nothing had happened for some six years; the C.H. & D. Road fought long and hard to <sup>again</sup> ~~restore~~ the property, or perhaps the million dollars they had given Ives to buy the Terre Haute Road, but they were beaten at every point, for their man was charged with looting the T.H. & I. for much more than they had paid, and failed in carrying out their contract.

It was near the end of this litigation, late in 1893, that the public first learned that Terre Haute had permanently lost the old Richmond Road; in court Mr. Williams gave utterance to these

words, "When Mr. McKeen sold the road to the Pennsylvania Company, in August, 1893", the "cat was out of the bag". Mr. McKeen remained president until the January meeting of the P. R. R. in 1894; he had long been our most public spirited citizen and very, very many had been the recipient<sup>s</sup> of his kindnesses. Mr. Williams moved to Indianapolis in 1896 and he and his family were much missed in our city. His talents were appreciated by the Pennsylvania Road and his son, David P. Williams, <sup>is</sup> now near the top of their legal department in Philadelphia.

Mr. McKeen retained to the last, his habit of having but one counselor, on important matters.

HENRY C. GILBERT.

July, 1928.

*Note. Albert Baugh was the first Engineer of the Richmond Road now followed by a long line of fine men useful citizens. Now of the Personal of the Road will begin in a subsequent paper next winter. It was the Richmond Road, Richmond Shops + Richmond Bell till most of the old force were gone.*

VIGO COUNTY PUBLIC LIBRARY by A. R. Markle  
TERRE HAUTE, INDIANA

The mammoth improvement bill of 1837 planned railroads, turnpikes, canals, as well as other public works. ~~But as far as the railroad is concerned it was started at Madison and headed for Indianapolis.~~ *and this has been kept up* *P.R.* The whole enterprise was abandoned, however, when about one-third finished. Private enterprise then took over and the road was completed as far as Indianapolis.

May 12, 1847, a convention was held in Indianapolis urging that Ohio join with Indiana and Illinois to construct a trunk line from Cincinnati to St. Louis.

On January 26, 1847, the Indiana legislature approved an act to establish the Terre Haute and Richmond Railroad. This provided for a railroad extending from the Ohio state line a few miles east of Richmond through Indianapolis to the Illinois state line a few miles west of Terre Haute. An organization consisting of Chauncey Rose, Samuel Crawford, E. W. Huntington, James H. Turner, W. W. Reynolds, J. M. Mullikin, James Farrington, Thomas I Bourne and R. W. Thompson was formed under the title of "The President and Directors of the Terre Haute and Richmond Railroad Company". *However, before work was started, the original charter was amended several ways.*

In the meantime, the plan to build the east end of the system of the line from Indianapolis to Richmond was abandoned and the legislature provided that any subscribers living east of Indianapolis were to have their subscription cancelled if they so desired. Later another corporation built the Indiana Central Railroad to reach railroads extending farther east.

Raising the Money

On December 22, 1947, books were opened for stock subscription.

Capitalized at \$800,000, shares were offered at \$50 each. Purchasers might pay \$10 per share and further payments were to be made on call at not more than \$25 in any one year. On failure to pay, within two months of the call, a company might sue for the amount due or might forfeit the stock. (In December, 1848, work was started at Terre Haute to build 35 miles to Greencastle.

Contracts were let for four locomotives to be used in the construction and operation of the railroad. Mr. Rose had chosen Charles R. Peddle, who was then an employee of the Madison-Indianapolis Railroad, to be superintendent of motive power, and when, in April of 1851 these locomotives were complete and ready for service, Mr. Peddle went to Boston with \$1300 for expense money to bring them to Indiana. These engines left Boston April 15, by rail across New England and by the Erie Canal to Buffalo, where they arrived April 19. There they were hauled through the streets by ox teams until they were loaded on the Brig "Hollister," which landed ~~in~~ at Toledo on the 6th. There they were loaded on two canal boats, which carried two each, and ~~they~~ started by the Wabash and Erie Canal for Indiana. The boat "Patriot" with its burden followed the Wabash by the Ohio and Erie Canal. From Cincinnati the steamboat delivered them to Madison, where they arrived May 31. A day later they reached the top of the hill at Madison where they ran on the rail to Indianapolis which they reached June 6th, where they were put to work on the east end of the line.

The freight charges were \$125 each. At Terre Haute the locomotives were unloaded at the old Turner Ware House, a few yards east of the present Hulman building on Wabash Avenue. The task of unloading was entrusted to the landlord of the Parrie House, who what ever his ability as an inn keeper, was less skillful as a stevedore or freight handler. One of the engines was dumped into the canal and had to be dragged out by oxen before they could be put on the rail.

Due to the fact that the Madison Hill was so steep and had so much angle as to prevent the engines from being hauled up it was decided to use the canal.

the canal was used it reached earlier

which came down the Wabash & Erie Canal on the "Patriot"

the engines had been put on the canal because one was unloaded

The Survey

were created because  
the road & its operation

A newspaper reported that a gang of men were "camping in Mr. Rose's corn field east of the Canal" and on investigation this proved to be Captain Thomas A. Morris and a crew which had just made preliminary surveys for a railroad from Indianapolis to Terre Haute by way of Danville and Greencastle.

This followed very closely the present line of the Big Four Railroad but crossed Otter Creek some distance beyond the Mill.

The <sup>original</sup> charter provided that the railroad ~~must~~ pass within a half mile of the Putman County Court House, <sup>at Greencastle</sup> but when a new survey reported a shorter and cheaper line, the legislature amended ~~this~~ to provide that the line should pass within ~~one~~ <sup>one</sup> mile of the Court House and did not require it to run through Danville. (The total cost of construction was \$1,311,672.46.) <sup>It should be recalled that there were no other locations on the road between J.W. & Judges except Plainfield and that all of the</sup>

Contracts were let Dec, 26, 1848 for construction for 35 miles between Terre Haute and Greencastle and provided for one pier and two abutments <sup>for a bridge across the</sup> across the Walnut fork of El River near the present town of Reelsville. <sup>On Dec. 11 when bids were called for the construction a totally unnecessary statement was added to the effect that "proposals to take part stock in payment will be preferred."</sup>

Much of the right of way was secured and people who doubted that <sup>the</sup> ~~the road would ever be built~~, and some others, were glad to accept <sup>and paid for by the license</sup> stock instead of cash. Many of these owners were persuaded to take more shares of stock because of the seemingly small amount of the purchase, but in time as later assessments became due they forfeited even the small amount they had taken. <sup>The act</sup> provided that in the refusal to sell the right of way the company could bring suit before a Justice of the Peace from whose decision an appeal could be made to the Circuit Court having jurisdiction. In one case the owner refused to sell the right of way unless the company would buy his entire property. The offer had been made <sup>2500 for the right of way</sup> but ~~the company~~ <sup>the company</sup> bought the entire tract for <sup>500.</sup> ~~and~~ <sup>well worth</sup>

discovered that it was under layed by a fine bed of lime stone which <sup>proved very useful in the building of the necessary culverts and</sup> bridges along the line. It is interesting to note that from this

It is interesting to note that from this

quarry in 1870 Mr. Rose secured--carloads of stone for the erection of the Rose Polytechnic building.

The company also acquired woodland to provide its locomotives fuel, as it was several years before the locomotives burned coal.

Unexpected obstacles required further time and at times the cost made heavy drains of the companies funds as well shown in the annual reports.

A great deal of the track ~~used for the~~ work was quarried close by the ~~scheduled~~ line of the road, and because <sup>this work</sup> ~~the quarrying~~ was done by brute strength with a pick and bar rather than blasting, the workers were fortunate in having very little of it to do.

Many of the cutters were farmers and their teams living along the road who boarded their help, thus

## Terre Haute & Richmond RR

Elected as directors: C. Rose, J. Crawford, S. Crawford, Jas. Farrington, C. Warren, D. Deming, W. D. Griswold, Am McGregor, Chas. Cruft, J. D. Early (all of T.H.) E. J. Peck Indpls., Thos. Irons Hendricks County and W. H. Thornburg Greencastle. These elected on 18th S. Crawford Pres. E. J. Peck V.P. S. Heustis Supt. Chas Wood Secy. John Scott Treas. Declared 18th 4% division capital stock payable on or after 28th. (Jan 22, 1853)

Commenced laying track at each end of line and at last report dated Jan 5, 52 miles remained to connect but delayed beyond expected 4 weeks (Feb 1853)

Jeb 16, 1852, an engine passed over entire line.

Preliminary survey T.H. to St. Louis made. Now surveying T.H. to Springfield. (Feb 16, 1853)

Sep 10, 1853, Terre Haute and Richmond Railroad enlarged depot extending to National Road 400 ft. long.

Jan 4, 1854, directors elected by T.H. & R. RR Jan 2, 1854. Rose, S. Crawford, McGregor, Deming, C. Warren, John Crawford, W. D. Griswold, Peck, and Thornburg.

Report on survey of T.H. & R. RR to Indianapolis. Survey T.H. to Greencastle by two routes \$66,394.00 more. Total estimate with equipment \$1,185,411.89. March 8, 1848.

Directors elected Greencastle on 5th for T.H. & R. RR: Rose, Deming, Early, Miller, Warren, Jacob Daggy, A. C. Stevenson, Issac Ash, Alexander Black, Thomas Nicholas & James W. Gregg of Hendricks County, Nicholas McCarty, J. S. Bobbs. April 26, 1848.

T.H. & R. RR directors elected Rose Pres. Peck to succeed McCarty, April 26, 1848.

C. W. Mancourt T.H. & R. RR adv for missing orders drawn on J. A. Hill at T.H. for T. H. & Alton dated Aug 7 on John F. Cruft Cashier

#15 for \$3528.52 and #16 for \$33.16. Payment stopped. Aug 11, 1857.

T.H. & R. RR directors elected yesterday Rose, Deming, Peck, H. Ross, Jas. Farrington, W. H. Thornberg, A. McGregor, Chas. Wood, W. Edward. Officers: Peck Pres. & Supt. Wood Secy. & Ticket Agent. John Scott Treas. Jan 5, 1858.

9th annual report of T.H. & R. RR: 18 locomotives, 17 first class passenger cars, 8 baggage & express cars, 94 house cars, 40 stock cars, 174 coal & other cars. (Jan 4, 1858)

On and after 3:15 P.M. Wed. June 5 passenger trains of the several railroads will arrive at and depart from the new passenger station. June 4, 1861.

## SUMMER ARRANGEMENT

TO COMMENCE THURSDAY, JULY 1, 1852

INDIANA ROOM

Terre Haute and Richmond Railroad

## TIME TABLE

	Passenger Train A.M.	Merchandise Train A.M.
Leave Terre Haute,-	6 30	8 00
" Highland,-----	7 12	9 25
" Brazil, -----	7 26	9 53
" Greencastle, -	8 29	11 59 P.M.
" Coatsville, -	9 04	1 16
" Morristown, -	9 18	1 58
" Bellville, --	9 39	2 36
Arrive at Indianapolis,	10 45	4 49

	Passenger Train P.M.	Merchandise Train A.M.
Leave Indianapolis	1 30	7 26
" Bellville,--	2 36	9 39
" Morristown,-	2 57	10 21
" Coatsville,-	3 11	10 49
" Greencastle,	3 46	11 59 P.M.
" Brazil, ----	4 49	2 05
" Highland, --	5 03	2 33
Arrive at Terre Haute,	5 45	3 57

Gravel Trains will keep out of the way of both Passenger and Freight Trains.  
Freight Trains will keep out of the way of Passenger Trains.

Trains meet at these stations.

A freight train will leave Terre Haute on Tuesdays, Thursdays and Saturdays  
 " " " " " Indianapolis on Mondays, Wednesdays and Fridays.

The Red Flag displayed in Front of the Engine is a signal that another Train is coming. - The Red Flag held in the centre of the track will be the signal to stop a train at any point.

# Railroad anniversary today

7-5 JAN 26 1987

No sesquicentennial jubilee is scheduled but issuance of the Terre Haute & Richmond Railroad charter on Jan. 26, 1847 was pivotal event in Indiana history.

Envisioned as a link between the state's eastern and western metropolises, the enterprise validated Terre Haute's destiny as a national transportation hub.

Six Vigo County pioneers — Samuel Crawford, James Farrington, Elisha M. Huntington, Richard W. Thompson, James H. Turner and Chauncey Rose — tendered the original franchise petition to the Indiana General Assembly.

Rose was the chief navigator. When the Corps of Engineers concluded its Terre Haute-to-Indianapolis survey on Dec. 4, 1847, the feat was celebrated east of his vacant Prairie House. Employing financial connections supplied by his brother, John Rose of New York, he quickly amassed \$1.8 million in stock subscriptions.

Charles Wood was elected secretary and John Scott chosen treasurer. Bids were opened Dec. 11, 1848 and contracts awarded nine days later.

The Richmond-to-Indianapolis division did not act as swiftly so the legislature reacted favorably to requests to split the company effective Jan. 20, 1851. The Indiana Central Railway was created in the east with Samuel Hanna as president. Rose's dynamic venture ultimately was renamed "The Terre Haute & Indianapolis Railroad."

Geological obstacles east of Harmony tempted surveyors to



## Historical Perspectives

By Mike McCormick  
Special to the Tribune-Star

recommend connecting Terre Haute to Greencastle through Bridgeton. George G. McKinley, a stagecoach station and tavern owner on the National Road, opposed the diversion. Joined by John Hendrix and Michael Combs, McKinley assumed responsibility for grading Clay County's route across troublesome Croy's Creek.

Crews tested track segments in 1851. By year's end, Rose, master mechanic Charles R. Peddle and superintendent Sylvester Heustis had acquired seven engines, three passengers, 40 box cars, 30 platform cars, 70 gravel cars, a baggage car and a mail car. The June 6, 1851 coming of Hinckley steam engines to Terre Haute's Wabash & Erie Canal basin attracted a giant crowd.

Arriving passengers first used Terre Haute's new depot, north of the National Road at 10th Street, on Dec. 5, 1851. An unfinished 10-mile stretch between Fillmore and Greencastle compelled Indianapolis patrons to commute the intervening distance on Owen Tuller's stagecoach.

The maiden eastern trip

across the 73-mile steel ribbon occurred Feb. 14, 1852 with Rose, Peddle and engineer Billy Baugh aboard. Eastbound travelers from St. Louis and points west were obliged to embark at Terre Haute until late 1857.

After the main line was operating, extensions were mapped. An offshoot to Rockville was graded in 1855, but until George K. Steele secured Parke County funds to build bridges, no further work was done. The first Terre Haute-to-Rockville junket was effected Nov. 24, 1860.

Meanwhile, Rose organized the Indianapolis-based Union Railway with aid from politician Oliver H. Smith (Indianapolis & Bellefontaine Railroad president), Thomas A. Morris and Indianapolis lard producer Edwin J. Peck.

A West Point graduate and later a Civil War general, Morris was Rose's main surveyor until 1853. Crawford replaced Rose as Terre Haute & Indianapolis Railroad president that year and upon Crawford's death in 1857, Peck became chief executive. Disloyalty to Rose forced Peck's expulsion in 1867.

For nearly 30 years William Riley McKeen, Peck's successor, guided the company, joining it with the late blooming St. Louis, Vandalia and Terre Haute Railroad in 1869 and inducing other railways to headquarter in his hometown.

By 1904, trains made 104 daily passenger stops in Terre Haute and nearly as many freight pickups.

REFERENCE  
DO NOT CIRCULATE

VIGO COUNTY HISTORICAL SOCIETY  
TERRE HAUTE, INDIANA

Community Affairs File

Note Book A.

1847 On January 26, 1847, the Indiana Legislature approved the chartering of the Terre Haute and Richmond Railroad. The railroad, as proposed, was to extend from the Ohio State Line, a few miles east of Richmond, through Indianapolis to the Illinois State Line, a few miles west of Terre Haute. The charter was granted under the title of "The President and Directors of the Terre Haute and Richmond Railroad Company", with Chauncey Rose as the president, and directors including Samuel Crawford, E.W. Huntington, James H. Turner W. W. Reynolds, J. M. Mullikin, James Farrington, Thomas I. Bourne, and R. W. Thompson.

1847 May 12, 1847, a convention was held at Indianapolis by delegates from various committies from Indiana and Illinois to advocate building trunk line from St. Louis to Cincinnati. Ohio urged to act and committee appointed to memorialize Illinois legislature, actual project confined to Terre Haute Indianapolis road. A sketch by H. Ragan. Company formed with Chauncey Rose as president to build T.H. to Indianapolis railroad. Indianapolis people included E. J. Peck who soon after was elected president. First officers, Chauncey Rose, president, E. J. Peck vice president, Thomas A. Morris, chief engineer. Railroad left national road at Plainfield then to Greencastle. Opened for business Feb. 1852. First years receipts \$105,943.87.

1847 A meeting in the interest of Terre Haute & Richmond Railroad was held Saturday Aug. 28, 1847, Chauncey Rose chairman, Thomas I. Bourne Secy.

1848 March 8 1848, a report on survey of T.H. & R., T.H. to Indianapolis T.H. to Greencastle by two routes, Southern Route estimated at \$365,556.00 Northern Route \$66,394.00 more. Total estimate with equipment \$1,185,491.89.

Note Book A., A/117, Wabash Express

1847 Dec. 22, 1847, Books open for stock subscription to T. H. and Richmond Railroad, Jacob D. Early, Chauncey Rose, F. J. Bourne, Secy.

1848 A/118, March 8, 1848, Survey complete, Southern Route estimate 315,556, northern (to Greencastle from Indianapolis) \$66,394 more. Total estimate with equipment \$1,185,491.99.

VIGO COUNTY PUBLIC LIBRARY  
TERRE HAUTE, INDIANA

C. Rose

1848 A/118, April 12, 1848. Directors elected at Greencastle April 4, Rose Deming, J. D. Early, Joseph Miller and Chauncey Warren of Vigo Co, Jacob Daggy, A. C. Stevenson, Isaac Ash and Alexander Black of Putnam, Thomas Nichols and James M. Gregg of Hendricks, Nicholas McCarty and J. C. Bobbs of Marion.

Notebook A

1848 P/241, Dec. 4, 1848, Surveyors completed initial survey from Indianapolis Monday Nov. 30. One line through Danville 74 miles, other direct 73 miles ends at National Road nearly opposite the frame house a short distance east of Canal Basin. Crosses Otter Creek near a half mile below Martle Mills. 15 men under Captain Morris. On line some two weeks.

1849 A/242, Jan 6 1849, Directors elected; Rose, J. D. Early, D. Deming C. Warren, Sam'l Crawford, W. D. Griswold of Vigo, E. J. Peck, Daniel Yandes, J. S. Bobbs of Marion; Alex C. Stevenson, Alex Black, John Cowgill and Wm. H. Thornburg of Putnam Co.

1850 A/245 Mar. 9, 1850, 1st Annual report of T. H. & R. Co

Wabash Courier, A/103, January 10, 1852, 3rd Annual Report

1858 1858 Directory(City) Chauncey Rose, Prop T. H. House, off 7th, So of Wab  
George Rose, Hostler, Sprague & McNut  
Henry Rose, Cherry West of 7th

1850  
Report

January 9, 1850. Mr. Rose made the first annual report of the Terre Haute and Richmond Railroad. Board ordered a survey by Captain Morris between Terre Haute and Indianapolis, completed Dec. 1, 1847. Sept. 19, 1848 Morris employed to make another survey between Greencastle and Terre Haute recommended what he called the Southern line. Dec. 20, 1848 the clearing, grubbing and grading and the costs of a stone pier and abutment over Walnut fork of White River, with 32 miles was contracted for about 6% under Morris ~~XX~~ estimate and about 38 % of the work to be paid for in stock of the Company. Wm. D. Wood Asst. Engineer has approved the work. Two light sections have been abandoned and the work on another section has not progressed as fast as we could have wished but anticipate it will be done in time to lay down the superstructure. A further survey from Greencastle to Indianapolis has received a very favorable line. Clearing, grubbing and grading of about 20 miles commencing at Indianapolis was contracted Dec. 20, 1849, at an average of about 2 $\frac{1}{2}$ % under the Eng. estimate. Now remains a little upwards of 20 miles, including the two sections forfeited to be put under contract. Eng estimate a little upwards of 53,000. Anticipate increased stock subscriptions to justify putting that part of the line with stone pier and abutments for bridge over White River under contract the coming Spring so that the whole line Indianapolis to Terre Haute may be ready for the superstructure in one year from this time and secure the completion in 2 years or Dec. 1851. Suitable sites for depots at Indianapolis and Terre Haute without any expense to the company. Also secured 5 acres for machine shops at Indianapolis for \$1000 payable in 2 years with interest and 5 acres at Terre Haute without charge. Most owners gave right of way but some demanded too much and we followed the charter provisions. We have compromised with a few agreeing to pay small sums and in one case acquired about 90 acres for \$500 on which is a valuable stone quarry rather than pay \$250 as damages, believing the quarry worth all we paid for it for stone for bridges and culverts on the road.

1850  
We do not think the Railroad will exceed in cost 5 or 7 thousand dollars. Eng estimate of clearing, grubbing and grading Terre Haute to Indianapolis \$317,188 to meet which we have a subscription to stock with amount due contractors \$232,000 to which add 20% on the balance of the grading and bridging now under contract amounting to \$39,156 and Vigo Commissioners will subscribe \$50,000 payable in bonds of the county at any time when called upon by the company making in all \$216,756. Superstructure estimated at 130,000, 30% of which, at least, can be paid in stock, leaving but 91,000 payable in cash. When the grading and bridging is completed we are assured that we can secure the iron and stock the road with engines, cars and so forth by a sale of bonds of the company secured by a mortgage on the road. Receipts to present \$103,365.69 and the expenses \$102,911.12 leaving a balance of \$473.99. EDITORIAL "There remains but about 20 miles to be put under construction. May be complete by Dec. 1, 1851."

66

Note Book A., A/117, Wabash Express

December 22, 1847, Books open for stock subscription to Terre Haute and Richmond Railroad, Jacob D. Early, Chauncey Rose, F. J. Bourne, Secy.

March

A/118, March 8, 1848, Survey complete, Southern Route estimate \$315,556 northern (to Greencastle from Indianapolis) \$66,394 more. Total estimate with equipment \$1,185,491.99.

A/118, April 12, 1848. Directors elected at Greencastle April 4, Rose, Deming, J. D. Early, Joseph Miller and Chauncey Warren of Vigo Co., Jacob Daggy, A. C. Stevenson, Isaac Ash and Alexander Black of Putnam, Thomas Nichols and James M. Gregg of Hendricks, Nicholas McCarty and J. C. Bobbs of Marion.

A/118, April 26, 1848. Directors elected Rose, Pres, Peck succeeded McCarty, resigned.

Chauncey Rose Note book A. Loose Leaf (W. Courier 3/2/50)

January 9, 1850. Mr. Rose made the first annual report of the Terre Haute and Richmond Railroad. Board ordered a survey by Captain Morris between Terre Haute and Indianapolis, completed Dec. 1, 1847. Sept. 19, 1848 Morris employed to make another survey between Greencastle and Terre Haute recommended what he called the Southern line. Dec. 20, 1848 the clearing, grubbing and grading and the costs of a stone pier and abutment over Walnut fork of White River, with 32 miles was contracted for about 6% under Morris ~~XX~~ estimate and about 38 % of the work to be paid for in stock of the Company. Wm. D. Wood Asst. Engineer has approved the work. Two light sections have been abandoned and the work on another section has not progressed as fast as we could have wished but anticipate it will be done in time to lay down the superstructure. A further survey from Greencastle to Indianapolis has received a very favorable line. Clearing, grubbing and grading of about 20 miles commencing at Indianapolis was contracted Dec. 20, 1849, at an average of about 2½% under the Eng. estimate. Now remains a little upwards of 20 miles, including the two sections forfeited to be put under contract. Eng estimate a little upwards of 53,000. Anticipate increased stock subscriptions to justify putting that part of the line with stone pier and abutments for bridge over White River under contract the coming Spring so that the whole line Indianapolis to Terre Haute may be ready for the superstructure in one year from this time and secure the completion in 2 years or Dec. 1851. Suitable sites for depots at Indianapolis and Terre Haute without any expense to the company. Also secured 5 acres for machine shops at Indianapolis for \$1000 payable in 2 years with interest and 5 acres at Terre Haute without charge. Most owners gave right of way but some demanded too much and we followed the charter provisions. We have compromised with a few agreeing to pay small sums and in one case acquired about 90 acres for \$500 on which is a valuable stone quarry rather than pay \$250 as damages, believing the quarry worth all we paid for it for stone for bridges and culverts on the road.

Community Affairs File

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TERRE HAUTE, INDIANA

Chauncey Rose

Note Book A , loose leaf ( W. Courier 3/2/50)

We do not think the Railroad will exceed in cost 5 or 7 thousand dollars. Eng estimate of clearing, grubbing and grading Terre Haute to Indianapolis \$317,188 to meet which we have a subscription to stock with amount due contractors \$232,000 to which add 20% on the balance of the grading and bridging now under contract amounting to \$39,156 and Vigo Commissioners will subscribe \$50,000 payable in bonds of the county at any time when called upon by the company making in all \$216,756. Superstructure estimated at 130,000, 30% of which, at least, can be paid in stock, leaving but 91,000 payable in cash. When the grading and bridging is completed we are assured that we can secure the iron and stock the road with engines, cars and so forth by a sale of bonds of the company secured by a mortgage on the road. Receipts to present \$103,365.69 and the expenses \$102,911.12 leaving a balance of \$473.99. EDITORIAL "There remains but about 20 miles to be put under construction. May be complete by Dec. 1, 1851."

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Chauncey Rose, Note Book "A"

G/15, July 26, 1848, Permanent location set.

Wabash Courier, Sept. 4, 1847, (A/241)

Meeting in interest of T. H. and Richmond held Saturday August 28,

Rose chairman, Bourne Secy. Reference to a meeting July 4, last recommending County Commissioners subscribe \$25,000 for stock.

P/241, Dec. 4, 1848, Surveyors completed initial survey from Indianapolis Monday, Nov. 30. One line through Danville 74 miles, other direct 73 miles ends at National Road nearly opposite the frame house a short distance east of Canal Basin. Crosses Otter Creek near a half mile below Markle Mills. 15 men under Captain Morris. On line some two weeks.

A/242, Jan. 6, 1849, Directors elected: Rose, J. D. Early, D. Deming, C. Warren, Sam'l Crawford, W. D. Griswold of Vigo; E. J. Peck, Daniel Yandes, J. S. Bobbs of Marion; Alex C. Stevenson, Alex Black, John Cowgill and Wm H. Thornburg of Putnam Co.

A/245, Mar. 9, 1850, 1st Annual report of T. H. & R. Co.

Wabash Courier, A/103, January 10, 1852, 3rd annual Report.

Note Book A.

DR. 6 P 489. Chauncey Rose owner of SW 22-12-9, Curtis Gilbert of O.L. 49.

James Ruthorn of N.Y. City of east part of O.L. 52 and Demas Deming of O.L. 53 cede to widen the county road on the W side of the said quarter, 32½ ft from the center of said road of the outlots and quarter section as far north as the south wall of the hotel now erecting on the said quarter. "Provided that two years shall be allowed the owner of said lots to remove their fence and make the grounds hereby relinquished public." Dated July 25, 1837.

Wabash Courier. Page 93, Note Book A

December 3, 1840, Meeting held Saturday Nov. 21, L. H. Scott chairman, E. M. Huntington Secy, on motion of Wm. Wines resolved to appoint committee of five to consider memorial to next legislature on subject of farther prosecution of Cross Cut Canal and to report to an adjourned meeting at Court House Dec. 5 Wm. Wines, Chauncey Rose, E. M. Huntington, S. Patrick, John Britton.

Chauncey Rose, Page 93, Note Book "A"

January 23, 1841. H. R. passed Jan 20, bill for completion of Cross Cut Canal between Terre Haute and Feeder Dam, 46 to 38. Bonds for \$80,000.00 at 6%.

Feb. 6, 1841. Copy of the Act to provide for completion of the Cross Cut Canal between T. H. and Feeder Dam. Board of to contract with Chauncey

Rose, Thomas Blake, Lucias H. Scott, John Britton, William Wines and S.

Patrick and associates for construction and completion of the unfinished

portion of the Cross Cut Canal from the Feeder Dam in Clay Co. to the Wabash

River at Terre Haute at cost not to exceed \$80,000.00. To be completed in 18

calandar months from date of contract. App. 1/30/41.

Page 94, Note Book "A"

Feb. 20, 1841. Supplementary act app. Feb. 15, 1841, required wooden locks,

bles, and so forth and keep in repair for ten years.

May 19, 1866 (Taken from Minute Book of School Trustees for the City of  
Terre Haute, June 3, 1861 to Dec. 18, 1871) Note Book A

Chauncey Rose deeded to city six lots for school purposes as a gift